

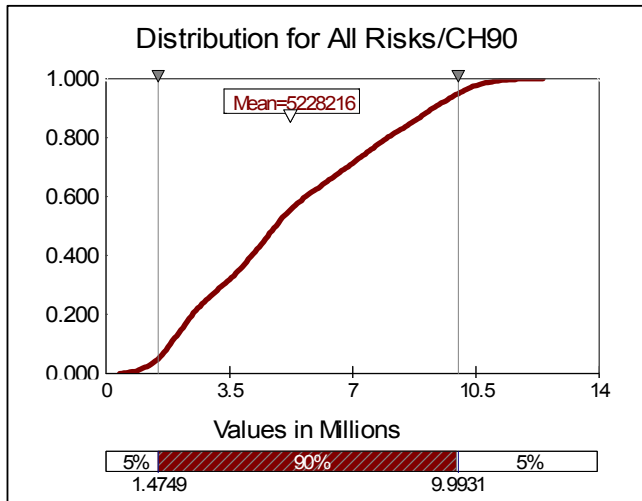
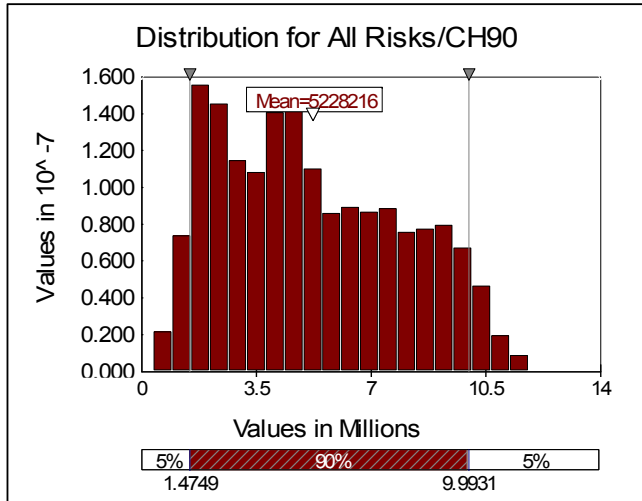
Appendix 4.1

	2011/2012	2012/13	2013/14	2014/15	Total
Entire Project Costs £m	6428	16138	16005	15829	54400
Project Management and Evaluation					
DfT Capital		0	0	0	0
DfT Revenue		169	319	362	850
Total		169	319	362	850
Area Travel Plans					
DfT Capital		221	340	330	891
DfT Revenue		250	461	460	1171
Local Contribution		147	75	75	297
Total		618	876	865	2359
Key Commuter Routes					
DfT Capital		850	2360	1682	4892
DfT Revenue		871	2054	1899	4824
Local Contribution		2221	2280	3283	7784
Total		3942	6694	6864	17500
Key Component					
DfT Capital	968	1380			2348
DfT Revenue	1156	1496			2652
Local Contribution	4304	2781			7085
Total	6428	5657			12085
Business Travel					
DfT Capital		53	110	100	263
DfT Revenue		47	85	85	216
Local Contribution		100	0	0	100
Total		200	195	185	579
Rural Hubs and Links					
DfT Capital		150	240	240	630
DfT Revenue		146	315	307	768
Local Contribution		53	43	68	164
Total		349	598	615	1562
Local Economic Activity in Urban Areas					
DfT Capital		480	790	790	2060
DfT Revenue		258	849	895	2002
Local Contribution		884	912	747	2543
Total		1622	2551	2432	6605
Key Centres					
DfT Capital		225	565	490	1280
DfT Revenue		150	125	75	350
Local Contribution		1151	840	1206	3197
Total		1526	1530	1771	4827

	2011/2012	2012/13	2013/14	2014/15	Total
Move to Secondary School					
DfT Capital		105	135	130	370
DfT Revenue		374	541	541	1456
Local Contribution		202	203	203	608
Total		681	879	874	2434
Work and Skills					
DfT Capital		10	60	60	130
DfT Revenue		210	449	456	1115
Local Contribution		48	49	49	146
Total		268	558	565	1391
Universities					
DfT Capital		15	35	50	100
DfT Revenue		343	656	646	1645
Local Contribution		35	435	405	875
Total		393	1126	1101	2620
New Developments					
DfT Capital		0	0	0	0
DfT Revenue		92	165	162	419
Local Contribution		621	514	34	1169
Total		713	679	196	1588
WEST Project Total including Key Component					
DfT Capital	968	3658	4954	4234	13814
DfT Revenue	1156	4237	5700	5526	16618
DfT Total	2124	7895	10654	9760	30432
Local Contribution	4304	8243	5351	6069	23968
Total	6428	16138	16005	15829	54400
WEST Project Total excluding Key Component					
DfT Capital	0	2278	4954	4234	11466
DfT Revenue	0	2741	5700	5526	13966
DfT Total	0	5019	10654	9760	25432
Local Contribution	0	5462	5351	6069	16883
Total	0	10481	16005	15829	42315
QRA and Inflation					
Total allowance for inflation		472	753	746	1970
Cost of risks identified		1106	1608	2111	4824

Risk ID	Risk Description			Pre Response Ranking										Response Action Plan		Post Response Ranking				Objectives												
	Risk Owner	Source of Risk	Consequence	Probability (%)	Probability Scale (0,1,2,3,4)	Cost Impact (£)	Simple Expected Value (MEV)	Safety	Technical Quality	Environment	Communications	Cost	Programme	Reputation	Overall Impact (0,1,2,3,4)	Risk Priority	Strategy	Specific Action	Probability (%)	Probability Scale (0,1,2,3,4)	Cost Impact (£)	Simple Expected Value (MEV)	Safety	Technical Quality	Environment	Communications	Cost	Programme	Reputation	Overall Impact (0,1,2,3,4)	Risk Priority	
58	Project Managers	Design item omission, e.g. small retaining wall.	Works halted and opening date delayed. Potentially additional design work required. Works costs increase.	20%	2; 20-40%	100,000	£20,000					2	1	1	2	L	Reduce	Ensure the design work has been undertaken, checked and audited.	10%	1; 0-20%	75,000	£7,500						1	1	1	1	L
59	Programme Manager	Traffic delays during construction of on highway improvements.	Public disquiet and additional diversion works instructed. Potentially additional costs. Claims for loss of trade.	70%	4; 60-80%	100,000	£70,000		2			2	1	3	3	M	Reduce	Plan and programme works to minimise network impacts. Clearly consider alternatives groups. Provide early warning for alternative routes.	50%	3; 40-60%	75,000	£37,500		2			1	1	3	3	M	
60	Project Managers	Windows for construction associated with environmental constraints (such as disturbance of badgers, birds, slowworms, bats) constrain programming.	Programme delays.	50%	3; 40-60%	100,000	£50,000					2	1		2	L	Reduce	Plan and programme works to consider environmental mitigation measures.	40%	2; 20-40%	100,000	£40,000					2	1		2	L	
61	Project Managers	Adverse weather (risk of flooding of works etc).	Works halted and opening date delayed. Contractor costs.	30%	2; 20-40%	100,000	£30,000		1			2	1		2	L	Reduce	Schemes designed in time such that they can delivered in the summer months.	25%	2; 20-40%	100,000	£25,000		1			2	1		2	L	
62	Project Managers	Failure of suppliers to deliver specialist equipment, materials, etc.	Programme delays.	10%	1; 0-20%	30,000	£3,000	1				1	1		1	L	Reduce	Consider changes to supply chain.	5%	1; 0-20%	30,000	£1,500	1				1	1		1	L	
63	SRO	Direct action to halt progress of schemes by protestors.	Programme delays and costs.	10%	1; 0-20%	500,000	£50,000	3				3	3	4	4	M	Reduce	Early liaison with objectors to the schemes, and involvement with the scheme development.	10%	1; 0-20%	400,000	£40,000	3				2	3	4	4	M	
		<u>Engagement</u>																														
64	Project Managers	Community is not effectively engaged in the work. Messages are related during the engagement are not understood or received.	Support/involvement in the programme is not obtained.	20%	1; 0-20%	0	£0			1				1	1	L	Reduce	Consider the effectiveness of the engagement during the scheme development.	15%	1; 0-20%	0	£0			1			1	1	1	L	
		<u>Operation, maintenance and evaluation</u>																														
65	Project Managers	Patronage on new PT services lower than expected.	Revenue support is required to maintain bus service provision. Consider reduced service provision. Scheme cannot be maintained longer term.	70%	4; 60-80%	100,000	£70,000					2		2	2	M	Reduce	Seek alternative funding support. Understanding possible changes to house building programme that could effect demand. Consider transferring risks to the bus operators.	60%	4; 60-80%	100,000	£60,000					2		2	2	M	
66	Programme Board	Schemes and initiatives are not as well used as planned.	Impact on reputation from poor project delivery or outcomes. Full extent of programme benefits are not realised. Impact on reputation results in loss of Government confidence and future funding opportunities.	30%	2; 20-40%	50,000	£15,000					1		2	2	L	Reduce	Ensuring schemes are included in wider transport promotions. Establish robust governance and programme/project management arrangements. Regular liaison and progress reporting to DfT to ensure expectations are met.	25%	2; 20-40%	50,000	£12,500					1		2	2	L	
67	Project Managers	Inadequate allowance for scheme maintenance costs, whole life costs have not been considered.	Full life of scheme benefits are not realised, as poor maintenance reduces the use of the scheme.	50%	3; 40-60%	2,000,000	£1,000,000					4			4	H	Reduce	Consider the full life costs of the scheme. Costs associated with this risk are transferred to each authority maintenance team.	0%	1; 0-20%	0	£0					1			1	L	
68	Evaluation Manager	Scheme impacts cannot be clearly defined or disaggregated from other local schemes. Scheme evaluation funds are not adequate to understand the full impact of the scheme. DfT evaluation requirements may exceed the budget in the WEST bid.	Evaluation of schemes is not clear.	20%	1; 0-20%	0	£0							2	2	L	Reduce	Clearly set out evaluation strategy.	20%	1; 0-20%	0	£0					2		2	L		
69	SRO		Higher level evaluation is undertaken.	50%	3; 40-60%	60,000	£30,000					1			1	L	Reduce	Bid is being made to NIHR for assistance in evaluating the scheme.	40%	2; 20-40%	60,000	£24,000					1			1	L	

Simulation Results for All Risks / CH90



Summary Information	
Workbook Name	STF_Risk_Register_v5.xls
Number of Simulations	1
Number of Iterations	5000
Number of Inputs	308
Number of Outputs	5
Sampling Type	Latin Hypercube
Simulation Start Time	06/12/2011 11:06
Simulation Stop Time	06/12/2011 11:07
Simulation Duration	00:01:24
Random Seed	1884116199

Summary Statistics			
Statistic	Value	%tile	Value
Minimum	£379,907	5%	£1,474,911
Maximum	£12,391,925	10%	£1,827,574
Mean	£5,228,216	15%	£2,143,295
Std Dev	£2,735,335	20%	£2,449,721
Variance	7.48206E+12	25%	£2,860,590
Skewness	0.345799844	30%	£3,325,194
Kurtosis	2.053880583	35%	£3,769,479
Median	£4,824,129	40%	£4,130,981
Mode	£4,915,940	45%	£4,493,185
Left X	£1,474,911	50%	£4,824,129
Left P	5%	55%	£5,180,698
Right X	£9,993,073	60%	£5,646,327
Right P	95%	65%	£6,253,249
Diff X	£8,518,163	70%	£6,837,301
Diff P	90%	75%	£7,407,460
#Errors	0	80%	£7,978,696
Filter Min		85%	£8,656,699
Filter Max		90%	£9,273,941
#Filtered	0	95%	£9,993,073

Local Sustainable Transport Fund – West of England Sustainable Travel (WEST)

As Section 151 Officer I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that the Council has the intention and the means to deliver this scheme on the basis of its proposed funding contribution above, as well as meeting any ongoing revenue requirements on the understanding that no further increase in DfT funding will be considered beyond the contribution requested.

<p>Print name: Tim Richens</p> <p>Signature: </p> 	<p>Print name: Peter Robinson</p> <p>Signature: </p> 
<p>Print name: Peter Sloman</p> <p>Signature: </p> 	<p>Print name: Dave Perry</p> <p>Signature: </p> 